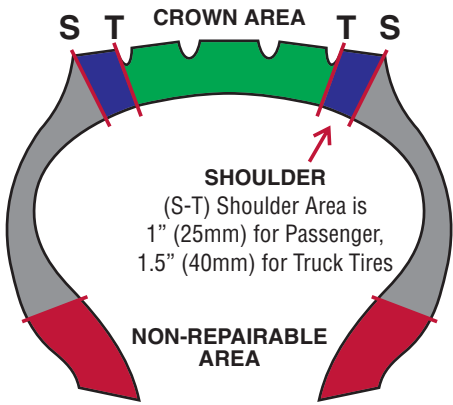


# TECH Instructions for 2-Piece Puncture Repair Method

Refer to RM-5 Repair Manual for Additional Information



All injuries larger than those defined in the chart, or outside the specified S-S area, must be treated as a section repair.

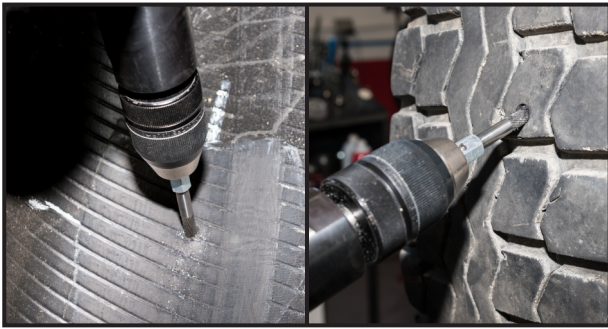
Type of Tire	Prepared Injury Size	Uni-Seal Ultra Stem	Carbide Cutter	Crown Area Repair Unit	Shoulder Area Repair Unit	
	Passenger Tires T Rated or Below & LT Tires Through Load Range D	6mm (1/4")	ULS6 (250-1UL)	CC6 (270)	CT-10 or 111	CT-12HD
	H, V, W, Y, or Z Rated Performance Tires	6mm (1/4") 1 Per Tire	ULS6 (250-1UL)	CC6 (270)	CT-10 or 111	-
	Run Flat Tires	6mm (1/4") 1 Per Tire	ULS6 (250-1UL)	CC6 (270)	CT-10 or 111	-
	Light Truck Tires Load Range E & Above	6mm (1/4")	ULS6 (250-1UL)	CC6 (270)	CT-10 or 111	CT-22
		8mm (5/16")	ULS8 (251-1UL)	CC8 (271)	CT-12 or 111	CT-22
		10mm (3/8")	ULS10 (291-1UL)	CC10 (271/38)	CT-20 or 112	CT-24
	Truck Tires	6mm (1/4")	ULS6 (250-1UL)	CC6 (270)	CT-10HD or 111	CT-24
		8mm (5/16")	ULS8 (251-1UL)	CC8 (271)	CT-12HD or 111	CT-24
		10mm (3/8")	ULS10 (291-1UL)	CC10 (271/38)	CT-20 or 112	CT-26



1. Remove the tire from the wheel. Inspect tire for damages and defects. Do not repair tire if it shows any signs of: 1) underinflation; 2) run flat or overloading; 3) casing separation; 4) visible, bent or broken bead wires; 5) sidewall or tread cracking deeper than 3/32" (2mm); or 6) exposed cord from sidewall scuffing.



2. Pre-clean inner liner with Rub-O-Matic #704 or #704A rubber cleaner and a scraper. Repeat process 2 – 3 times to remove all contaminants.



3. Remove damaged rubber and steel from injury with a carbide cutter and low-speed drill (max. 1,200 RPM). Drill the injury from the inside of the tire 3 – 5 times and repeat this same process from the outside.



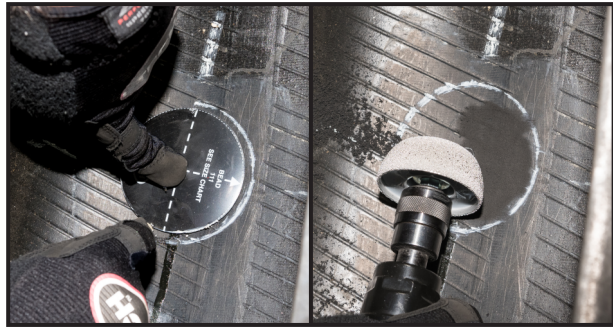
4. Apply Chemical Vulcanizing Fluid #760 to the prepared injury using Spiral Cement Tool in a clockwise direction. Repeat 3 – 4 times.



5. Remove blue poly from the stem. Apply Vulcanizing Fluid #760 to the tapered portion of the stem.



6. Pull the stem into place, leaving 1/8" (3mm) above the inner liner.



7. Outline the area to be buffed. Using a low-speed buffer (max. 5,000 RPM) and the appropriate inner liner wheel, buff the stem flush with the inner liner. Buff the inner liner to a #1 or #2 texture.



8. Use a soft wire brush to remove buffing dust and debris from the buffed area, followed by a vacuum to remove this material from the tire.



9. Apply a thin, even coat of Chemical Vulcanizing Fluid #760 to the buffed surface. Allow to dry 3 – 5 minutes. Allow additional drying time in cold or humid conditions.



10. Partially remove the protective poly from the back of the repair, exposing only the middle portion of the repair. Center the repair over the injury.



11. Press down the center with your thumb. Stitch repair unit down from the center out. Remove the blue poly from the under cap and continue stitching toward the edges of the repair.



12. Remove clear poly from the repair. Seal the edges of the repair unit and the over buffed area with Security Coat #738 or Butyl Liner Repair Sealer #739.



13. With the stem relaxed, cut off the excess 1/8" (3mm) above the tread surface. The tire is ready to be returned to service.

**WARNING**  
Failure to properly repair tire could cause **SUDDEN TIRE FAILURE, RESULTING IN SERIOUS INJURY OR DEATH.** Carefully read and follow these instructions.